

SAYS GERMANY WAS OWN WORST ENEMY

Prof. Schoellermann Praises America's Readiness to Side With Right.

Special Cable to The New York Herald.
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New York Herald Bureau.
Berlin, April 15.

Even the German nationalists have now ceased their stupid propaganda and are telling the German people to make every effort to understand the outside world. This was indicated in an address by Prof. Wilhelm Schoellermann, a prominent editor and translator of the works of Emerson and Walt Whitman.

"The American anti-German feeling is the result of German foolishness," he said. "Germany was her own worst enemy. We are deceiving ourselves into thinking we have a monopoly on fine feelings and idealism. Nowhere is public opinion more ready to side with right in suppressing evil than in the United States."

"The inflammable blood of the American Southerners and Irish was aroused indignation against German militarism. Had we estimated America's energy correctly instead of foolishly underestimating it we would not childishly have provoked America's hostility."

"The Americans do not let their country be dragged in the dirt and they do not abuse it, as many Germans do theirs. The Declaration of Independence was a sober, splendid document, giving the highest expression of the rights of man."

The professor expressed his admiration for typical Americans like Washington, Lincoln, Jackson, Emerson and Whitman. It is significant that the *Deutsche Presse*, an ultra-nationalist newspaper, published the address.

RECANTS TO SAVE HUSBAND.

Prosecutor Takes This View of Mrs. Fevola's Affidavit.

District Attorney Weeks of Westchester county prepared affidavits yesterday in response to the affidavit of Mrs. Tessie Fevola, 28 West 124th street, who has recanted testimony which aided in the conviction of her husband, Frank Fevola, now in the death house in Sing Sing for the murder of General Nazario in Yonkers four years ago.

Mrs. Fevola says she was forced to confess by former District Attorney Davis and detectives who threatened her with prosecution for perjury unless she testified falsely against her husband. Weeks will present an affidavit to prove Mrs. Fevola's testimony a recantation to save her husband.

DEPORTEE JUMPS FROM TUG.

Anthony Perez, aged 39, a Spaniard, on his way yesterday from the psychiatric ward at Bellevue Hospital to a ship that was to take him to his homeland, jumped overboard from a tug. Then he was all but wrecked a taxi cab before being safely returned to his hospital ward.

AMERICA LEADING FRANCE IN AVIATION

On Top in Mileage and Carried 1,279,000 More Pounds in 1921.

Special Dispatch to The New York Herald.
New York Herald Bureau.
Washington, D. C., April 15.

The United States is leading France and most other European countries in the practice of commercial aviation, it is shown in reports to the Commerce Department, despite a popular belief to the contrary throughout America.

More than 1,713,000 miles were flown in the United States in 1921 by air mail planes, which rank as commercial planes. Mail carried totaled 1,166,000 pounds. The record for France, just received by the Commerce Department, is as follows: Miles flown, slightly more than 1,500,000; mail carried, 21,000 pounds.

In mileage the American planes lead France by nearly 25 per cent. In the mail record American planes carried fifty-five times as much weight.

It is customary for aviation enthusiasts to berate the development of commercial aviation in the United States in comparison with the use of planes for business and pleasure purposes in France, England, Germany and other places in Europe.

Airplanes are running regularly between Paris, London and other Continental points. It is emphasized, making trips daily on schedule like railroad trains. Much is made of the fact that large number of passengers are transported as well as baggage. Flying from London to Paris for lunch and an afternoon in the shops is said to be an every day occurrence in Europe. Wide publicity is given to the numerous air trips taken by Premier Lloyd George and other Government officials.

American flying men, calling attention to these reports, lament that the flying machine, although invented and developed in this country, is not being developed for practical purposes.

The development of practical flying is taking place in the United States at a greater rate than elsewhere. The carrying of mail is distinctly a commercial practice, and one for which the airplane is more properly fitted at present than for the carrying of passengers. In the matter of expense this is particularly true.

Airplanes carry mail now every day from the Atlantic to the Pacific coast at less cost than mail can be transported on the railroads. In Europe the commercial airplane companies have been unable to compete with the railroads to any extent. In the matter of passenger fares unless there is taken into consideration the greater speed of an air journey.

Making careful observations of air conditions, not in one section but clear across the continent, the Post Office Department is learning continually what

must be known to make commercial flying more and more practical. The problem of the forced stop has been almost completely mastered by the postal flying department. Despite storms and all kinds of adverse weather conditions the mail goes through on schedule in the post office planes, with such regularity that the few delays are negligible.

The figures quoted for the mileage of French airplanes include those flown in the carrying of passengers and baggage as well as mail. The number of passengers transported throughout 1921 was only slightly in excess of 10,000. Transportation of passengers is the main business of the French commercial planes. This phase of commercial flying

has been more fully developed in France than in any other country.

Much is made of the French success in carrying passengers on schedule and with but few accidents. If the same degree of passenger carrying were developed in the United States as exists in France, the total number of passengers carried would be only about 50,000. The number of persons who travel by railroad in the United States each year is many millions, and the development of passenger carrying airplanes in this country in the same degree of success as has been attained in France would provide for the transportation of less than one per cent. of those who wish to travel.

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ARTHUR B. REEVE

Author of the famous
Craig Kennedy Detective Stories
Has Just Completed
HIS NEWEST and GREATEST STORY
It's full of Love-Mystery

My dear Friends:-

Of all the stories I have ever written one of the most absorbing to me personally is "Mysterious Messages", which I have just completed and which is to start serially in the American Pictorial section of the New York American on Monday, April 17.

I started out to do something new in the way of fiction writing, and now that I have finished the story, and its publication is about to begin, I feel that I can say to my friends that I have done something which you will consider not only engrossing but also, totally out of the line of ordinary fiction.

"Mysterious Messages" has in my opinion one of the most interesting and puzzling plots of anything that you have heretofore had from me. You were all very kind to me in the way you received my "Craig Kennedy" stories, and I think you are all going to like "Mysterious Messages" just as much if, not more.

One of the most interesting things about "Mysterious Messages" is that you are all going to have the chance of assisting me in writing the last part of this new serial novel which is to appear in thirty-one consecutive editions of the daily American Pictorial. You may wonder how you can assist me if I have completed my story. The answer to this is I believe there are at least three people who can write a final solution chapter of five hundred words for this novel which will please the two judges and myself who are serving as a committee at least as much if not better than my own final chapter. If anybody writes a chapter which the committee thinks is better than mine I will throw away my own final chapter and use the one the committee thinks best.

At any rate, I am going to ask you all to submit final solution chapters, and whether the committee uses one of them in place of my solution chapter or not, the New York American is going to pay \$2,500 for the one we think best, and \$1,500 for the one we think second best and \$1,000 for the one we think third best. From the many thousands of letters making suggestions as to plot in connection with the Craig Kennedy story I am convinced that there are among the American reading public business men and women, home folk, and even school boys and school girls who are capable of being plot makers or scenario writers even if they are not trained fiction writers.

Another phase of the publication of mysterious messages is this: Each day of the serial there will be a mysterious message in cipher in that day's instalment of the new love mystery. The American is going to pay daily \$5. to each and every person who figures out that day's code message. Can you imagine the fun and the interest we are all going to get out of this?

Please understand that all of the rewards I have mentioned will be paid by the New York American in accordance with the rules which will be published in the American along with the first chapter of Mysterious Messages. Do not fail to study those rules carefully. Naturally rules have to be made so all of you good folks will know just what you have to do and how you have to do it, so I have written this set of rules for your guidance.

And now lets get ready for the story and start reading it Monday morning in the New York American. You may be the particular friend who will get anywhere from a thousand to twenty-five hundred dollars for the best solution.

Cordially,

Arthur B. Reeve

Cash Reward for Readers Every Day
"Mysterious Messages"
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Section of the
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